



Vanasse Hangen Brustlin, Inc.

Meeting Notes

Attendees: See Sign In Sheet

Date/ Time: 12-15-2010, 7:30pm

Project No.: 09393.01

Place: Town Hall

Re: Minuteman Trail Extension

Notes taken by: VHB

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- Rich Warrington began by thanking everyone for attending the meeting and indicated that the goal of the meeting was to gather input from the bike committee and other interested parties regarding the planned extension of the Minuteman Bike Trail.
 - Mr. Warrington indicated that this would be the first of 3 occasions where opinions and input would be expressed, including the Public Hearing that is part of the MassDOT process.
 - Trish Domigan of VHB then began the presentation with a brief history of the project.
 - Pete Sorenson then continued with an overview of the actual design process, including the following:
 - Existing Conditions,
 - Design Standards,
 - Design Criteria – on- and off-road,
 - Typical Section
 - Critical Section
 - Path Challenges
 - Constraints (Railroad Avenue),
 - Cross Section options (for Railroad Avenue)
 - Areas of Concern – trail entrance (S curve), Mongo Brook crossing, Hartwell Road crossing,
 - Parking Areas.

- The audience then proceeded to ask questions and provide comments:
 - How do we know the difference between just a ditch and wetland?
 - VHB explained that we have experts that can identify certain types of vegetation and soils that define wetlands, and that these experts delineated the area. the conservation commission agent for the Town will be approving the delineation.
 - Is it possible to not go down Railroad Ave, maybe go onto existing railroad bed?
 - Not really, existing lots are used for other uses, privately owned and the rail bed has already been encroached on, and sold off.
 - It seems like some areas are wet or have standing water after storms, but not shown as wetlands.
 - VHB explained that just because an area is physically wet, it does not always mean it is a wetland. There are criteria that define wetlands, including vegetation and soils that are defined by local, state or federal environmental agencies.
 - Consideration should be given to highlight entrances to conservation areas, such as signage or indications to not disturb the area. This member of the audience indicated that there were already plans to add a kiosk at the Concord Road parking area, similar to the one at the Railroad Ave parking area.
 - A crossing should be included as part of this design so that people who plan to continue have a safe place to cross Concord Road. This crossing could also serve people from the new development at Wheeler Road.
 - There is a need for more than just a crosswalk at Route 62.
 - Railings shown on the presentation are outdated.
 - Other types will be considered and will be proposed as required.
 - The Town should consider the 40 Acre parcel at 305 Concord Road for parking.
 - A member of the planning board indicated that there are approved plans for this development and that The Town and VHB should obtain them.
 - Manholes are an issue because roller bladers slip on the covers. We should consider even paving over the manholes.
 - The Town indicated that this is not an option, since this sewer line services much of western Bedford.
 - Does Concord know this extension is being constructed?
 - Yes, the Town has correspondence from Concord Selectboard indicating opposition to a paved path to the Town Line.
 - Barriers should be fences, not guard rail.

- Fences are not good, because they are at eye height.
- Tall fences with pavement makes the path feel like a tunnel.
- There are missing pieces of sidewalk around the Route 62 area.
 - This project is the first piece of perhaps several other sidewalk projects that would connect sections of sidewalk in the future.
- Have we thought of informational signage?
 - Not much yet, but there will be signage.
- Will there be future meetings for this project?
 - Yes, including MassDOT public hearing.
- Are we aware of any encroachments on the layout of the path?
 - We are not aware of any encroachments (deeds, easements, etc) onto the layout for the path.
- Will we be using root guards?
 - Yes.
- Will parking be defined at Route 62?
 - Yes, it will remain gravel, but will be better defined.
- Why not use Washington Street as a connection between Depot Park and the offroad section of the Minuteman Extension?
 - Washington Street will have the same issues as Railroad Ave. the roadway is narrow, and there isn't a direct connection from the Minuteman Bikeway to Washington Street
- Did we walk dirt path behind bike shop?
 - Yes, but this area is privately owned.
- Rich Warrington ended by thanking everyone for their input and comments.